



**UNIVERSITI PUTRA MALAYSIA**

**AXIAL AND LATERAL CRUSHING OF ELLIPTICAL COMPOSITE  
TUBES**

**OMAR M. SALEH ALKOLES**

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# **AXIAL AND LATERAL CRUSHING OF ELLIPTICAL COMPOSITE TUBES**

**By**

**OMAR M. SALEH ALKOLES**

**Thesis Submitted to the School of Graduate Studies Universiti putra Malaysia in  
Partial of Fulfilment of the Requirements for the Degree of Master Science**

**June 2003**



*This work is dedicated*

*To my family*

*Parents brother sisters and to my wife sons and daughter*

Abstract of thesis presented to the senate of Universiti Putra Malaysia in partial fulfilment of the requirements for the degree of Master Science

## **AXIAL AND LATERAL CRUSHING OF ELLIPTICAL COMPOSITE TUBES**

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**Chairman:   Elsadig Mahdi Ahmed, Ph.D.**

**Faculty:     Institute of Advanced Technology**

Reduce structural weight, design flexibility, and improved structure safety, are the features offered by composite materials. Composite materials provide higher or equivalent crash resistance as compared with their metallic counterparts and therefore find use in applications involving crash. The design of various transport vehicles like automobiles and aircraft for crashworthiness, required collapse behaviour of structural component and energy absorption characteristics

An experimental and computational study of woven roving composite circular and elliptical cross section subjected to quasi-static axial and lateral-loading conditions was carried out in this project. Composite tubes with different ellipticity ratio  $a/b$  from 1.00 to 2.00 were investigated under three different loading conditions. The effect of geometry and loading condition on the load carrying capacity, energy

effect of geometry and loading condition on the load carrying capacity, energy absorption capability and their failure mechanism histories are presented and discussed. Finite element models were developed to predict the load carrying capacity, failure mechanism, deformed shapes and stress contours of composite elliptical tubes under different loading conditions.

From the Experimental result, the ellipticity ratio significantly affects the load carrying capacity and the energy absorption capability of the tubes on both three loading conditions. The tubes subjected to axial loading condition showed a stable load deformation curve, higher initial failure load and higher energy absorption capability, compared to the tubes subjected to lateral loading conditions. Experimental result for tubes under axial load show that the tube with ellipticity ratio of  $a/b=1.00$  has the highest initial crush failure load of 42.45 kN, tubes with ellipticity ratio  $a/b= 1.25, 1.50, 1.75,$  and  $2.00$  have the initial failure load of 40.65 kN, 40.45 kN, 36.65 kN, and 36.46 kN respectively.

Under lateral loading condition (LW) the tube with ellipticity ratio  $a/b=2.00$  has the highest initial crush failure load of 1768 N, and has the highest specific energy absorption of 0.70 kJ/kg, the initial crush failure load for the tubes with ellipticity ratio  $a/b=1.75, 1.50, 1.25,$  and  $a/b=1.00$  are 1545 N, 1060N, 922 N, and 873 N respectively.

For specimens loaded on lateral side (LN) show that the tube with ellipticity ratio  $a/b=2.00$  has the highest initial crush failure load of 1480 N, and has the highest specific energy absorption of 0.69 kJ/kg, the initial crush failure load for the tubes with ellipticity ratio  $a/b=1.75, 1.50, 1.25,$  and  $a/b=1.00$  are 1561 N, 1074 N, 912N, and 873 N respectively.

Finite element simulation predicts the initial failure load and the deformed shapes. The result for tubes under axial load show that tube with ellipticity ratio of  $a/b=1.00$  has the highest initial crush failure load of 49.50 kN, tubes with ellipticity ratio  $a/b=1.25, 1.50, 1.75$ , and  $2.00$  have the initial failure load of 45.40 kN, 41.30 kN, 36.40 kN, and 32.70 kN respectively.

For lateral loading (LW) the tube with ellipticity ratio  $a/b=2.00$  has the highest initial crush failure load of 2915 N, the initial crush failure load for the tubes with ellipticity ratio  $a/b=1.75, 1.50, 1.25$ , and  $a/b=1.00$  are 2657 N, 2232 N, 1805 N, and 1377N respectively.

For Lateral loaded on narrow side (LN) the tube with ellipticity ratio  $a/b=2.00$  has the highest initial crush failure load of 2150 N, the tubes with ellipticity ratio  $a/b=1.75, 1.50, 1.25$ , and  $a/b=1.00$  have initial crush failure load of 1821 N, 1604 N, 1617 N, and 1377 N respectively.

Finite element model predictions are correlated with the experimental results. Because of the imperfection in the real tubes is not considering in the finite element model, there is different in loads value between experiment and simulation. In general predictions are quite good.

Abstrak tesis yang dikemukakan kepada Senat Universiti Putra Malaysia sebagai memenuhi keperluan untuk ijazah Master Sains

## **HENTAMAN SECARA MENEGAK DAN SISI KE ATAS TIUB KOMPOSIT ELIPS**

oleh

**OMAR M. SALEH ALKOLES**

**Jun 2003**

**Pengerusi: Elsadig Mahdi Ahmed, Ph.D.**

**Fakulti: Teknologi Maju**

Berat struktur yang berkurangan, fleksibiliti terhadap rekabentuk dan pembaikian keselamatan bagi struktur adalah ciri-ciri yang diperkenalkan oleh bahan komposit. Bahan komposit menyediakan rintangan remukan yang tinggi atau setara berbanding dengan bahan logam dan adalah baik bagi kesan hentaman. Rekabentuk kebanyakan kenderaan dan kapal terbang bagi “crashworthiness” memerlukan sifat remukan oleh komponen struktur dan ciri tenaga penyerapan.

Satu ujikaji dan kajian secara komputer mengenai komposit “woven roving” secara bulatan dan elips yang dikenakan bebanan quasi static axial dan lateral telah dijalankan dalam projek ini. Tiub komposit dengan nisbah elips a/b yang berbeza dari 1.00 hingga 2.00 telah dikaji dengan tiga jenis bebanan. Kesan geometri dan bebanan terhadap keupayaan beban bawaan, tenaga penyerapan dan mekanisma

kegagalan telah dibincangkan. Elemen tak terhingga telah dibangunkan mengenai keupayaan beban bawaan, tenaga penyerapan, bentuk kegagalan dan kontur tegasan tiub elips dibawah keadaan berbeza .

Daripada keputusan ini, nisbah elips mempengaruhi keupayaan beban bawaan dan tenaga penyerapan pada tiga kondisi bebanan. Tiub dibawah beban axial menunjukkan lengkungan stabil, beban awal yang tinggi dan tenaga penyerapan yang tinggi berbanding dengan tiub dibawah bebanan lateral.

Simulasi elemen tak terhingga menyasarkan kemungkinan beban kegagalan dan bentuk dan disini ia telah menepati ujikaji yang telah dilakukan secara ujikaji. Disebabkan ketidaksempurnaan tiub sebenar berbanding tiub yang telah dibentuk didalam simulasi terdapat nilai yang berbeza. Secara amnya kemungkinan yang dianggarkan adalah baik.



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وكذلك التقدير والمحبة الى ابي وامى الاعزاء لدعانهما لى بالتوفيق والنجاح. و الى زوجتى الفاضله على  
ما بذلته من جهد وتعب طوال فترة الدراسة.

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I certify that an Examination committee met on 10<sup>th</sup> June 2003 to conduct the final examination of Omar Mohammed Saleh Alkoles on his Master of Science thesis entitled “Crushing Behaviour of Woven Roving Composite Elliptical Tubes under Quasi-static Compressive Load” in accordance with universiti pertanian Malaysia (Higher Degree) Act 1980 and Universiti Pertanian Malaysia (Higher Degree) Regulation 1981. The committee recommends that the candidate be awarded the relevant degree. Members of the Examination Committee are follows:

**Wong Shaw Voon, Ph.D.**

Faculty of Engineering  
Universiti Putra Malaysia  
(Chairman)

**Elsadig Mahdi Ahmed, Ph.D.**

Faculty of Engineering  
Universiti Putra Malaysia  
(Member)

**Abdelmagid Salem Hamouda, Ph.D.**

Associate Professor  
Faculty of Engineering  
Universiti Putra Malaysia  
(Member)

**Barkawi Bin Sahari, Ph.D.**

Professor  
Faculty of Engineering  
Universiti Putra Malaysia  
(Member)



**GULAM RUSUL RAHMAT ALI. PH.D.**

Professor/Deputy Dean,  
School of Graduate Studies,  
Universiti Putra Malaysia

Date: 22 AUG 2003

This thesis submitted to the senate of Universiti Putra Malaysia has been accepted as fulfilment of the requirements for the degree of Master of Science. The members of the Supervisory committee are as follows:

**Elsadig Mahdi Ahmed, Ph.D.**

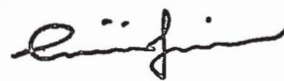
Faculty of Engineering  
Universiti Putra Malaysia  
(Chairman)

**Abdelmagid Salem Hamouda, Ph.D.**

Associate Professor  
Faculty of Engineering  
Universiti Putra Malaysia  
(Member)

**Barkawi Bin Sahari, Ph.D.**

Professor  
Faculty of Engineering  
Universiti Putra Malaysia  
(Member)



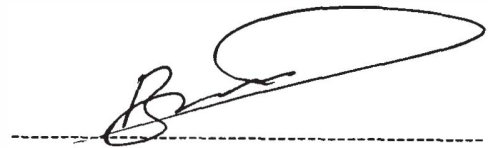
**AINI IDERIS, Ph.D.**

Professor/ Dean,  
School of Graduate Studies,  
Universiti Putra Malaysia

Date: 16 SEP 2003

## DECLARATION

I hereby declare that the thesis is based on my original work except for quotations and citations, which have been duly acknowledged. I also declare that it has not been previously or concurrently submitted for any other degree at UPM or other institutions.



Name: **Omar Mohamed Saleh Alkoles**

Date: **21 AUG 2003**

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## NOMENCLATURE

$A_1$	Cross-section area of the material
$A_2$	Cross-section area of the structure
$h$	Height of the tube
$t$	Thickness of the tube wall
$V_i$	Initial space volume occupied by the structure
$u$	The crush distance up to the initiation of material densification
$a$	Inner major radius
$b$	Inner minor radius
$a/b$	Ellipticity ratio
$M$	Mass of the structure
$\rho$	Mass density of the structure
$P_m$	Average crush failure load
$P_i$	Initial crush failure load
$P_{HP}$	Highest peak crush failure load
$S$	Instantaneous deformation
CFE	Crush force efficiency
SE	Stroke efficiency
IFI	Initial failure indicator
$E_s$	Specific energy absorbed per unit area density
$E_v$	Crushing energy absorbed per unit volume
WRLW	Woven roving laminated wrapped
$\sigma_i$	Crush strength at yield
$\sigma_m$	Average Crush strength
IEA	Impact energy absorber

## CHAPTER 1

### INTRODUCTION

The importance of improved safety in a automobile and aircraft is evident through increased design requirements. For aerospace application, it is believed that to meet these requirements with increasing the payload efficiency, transport fuselages design started to appear to be constructed from advanced composite materials.

An energy absorber device is designed such that in the event of crash it absorbs impact energy in a controlled manner, such that the net deceleration of the occupants of a car is less than the net deceleration above which irreversible brain damage occurs.

To ensure passenger safety or at least to alleviate severe impact during collision, a highly reliable system is required. Impact energy absorbers (IEA) protect passengers, pedestrians and fragile devices from the effects of sudden impact. This is done by converting the impact energy into many different ranges of deformation energy keeping the peak force exerted on the protected object below the level, which causes damage. They must also provide a long deformation path to reduce the deceleration of the protected object. Such IEA will rely solely on a crushable energy absorber to cushion the passenger compartment during impact.

The energy absorption capability of composite devices is significantly influenced by the failure mechanism, which depends on many factors, geometry, constituent material, fabrication process, fibre architecture, and loading conditions.

Crushing behaviour of composite material need to be investigated by performing crushing tests to understand the various variables influences the crushing behaviour and energy absorption capability.

Crushing behaviour and energy absorption of composite structures can be predicted and simulated using numerical methods. In the finite element simulation the cost of experiments is reduced, because of the model parameters can be easily changed whereas it is not achievable experimentally.

From previous work the initial crush failure load was found to have a significant effect on the behaviour of crushing load and failure modes, high initial loads leads to a sharp drop in initial crush load (catastrophic drop) and unstable load-end shortening behaviour. This instability is one of the more critical problems in using fibre composites for crash energy management.

The current research work focuses on the study of the effect of the various variables, which influence the energy absorption capability of composite materials. Most of the experimental work on composite material has been carried out using axisymmetric cylindrical tubes mainly because they are easy to fabricate and their geometry has proven to be one of the most favourable shapes for energy absorption. This

geometry is self-stabilising and allows testing of relatively thin-section laminates. The lack of edges along its length reduces the complexity of the boundary conditions and provides consistency throughout the cross section. Moreover, composite cones showed high-energy absorption performance with the advantage of a self-triggering capability.

However, most of the existing data concerns the failure mechanism and energy absorbing characteristics is obtained from the crushing investigations of shell structures with circular, rectangular and square cross-section geometries. In contrast, studies of energy absorption capability as well as the load-carrying capacity of composite elliptical tubes are however still scarce.

### **1.1 Research Objectives**

The main objective of this work is to study the effect of ellipticity ratio on the axial and lateral crushing of composite tube. To investigate experimentally and numerically the effects of loading condition on the crushing behaviour of woven roving glass/epoxy composite elliptical tubes, and the following are the aim of this study

- To investigate the effects of ellipticity ratios and loading conditions on crashworthiness performance
- To study the crushing behaviour of composite elliptical tubes.
- To examine the energy absorption capability of tubes



## **1.2 Significance of the Study**

- Composite materials are rapidly becoming potential substitutes for metal due to their higher strength and stiffness-to-weight ratio, improved corrosion resistance, styling enhancement and the reduction of fabrication and maintenance costs.
- The efficient use of composite tubes as energy absorber depends on the understanding of their crushing behaviour.
- The generated data from this study can be useful in the design phase of energy absorber elements made from composite materials.

## **1.3 Thesis Organization**

The thesis is divided into seven chapters. Following this Introduction Chapter, Chapter Two introduces the Literature review. The Third Chapter is the methodology, in this Chapter the experimental work and finite element simulation is described and discussed, Chapter Four present and discussed the experimental result. Finite element results presented and discussed in Chapter Five. Chapter Six the Overall discussion is presented. Finally in Chapter Seven, conclusion from the work and the proposal for future studies are listed.